

Victims of thirty-nine were disclosed by the finger print records which were before the License Department when the license was issued, according to the routine which has been described. There were seventeen who had been convicted of assault in the third degree, and in eleven of these cases the conviction was shown by the finger print report. There were eighteen convicted of a variety of disorderly conduct, six of which convictions were shown on the finger print report. There were five convictions for having concealed weapons in their possession, of which the convictions of four were shown by the finger print reports. There were twenty-five convictions of an assortment of crimes, such as unlawful entry, theft, maintaining a disorderly house, intoxication, juvenile delinquency, impeding the morals of minors, bringing stolen property into another State, conspiracy, and so on, of whom the convictions of three were shown by the finger print reports, making a total of crimes with serious felonies, of 157, as to whom the records of sixty-nine on the finger print records showed such convictions.

Felons Hang On to Their Badges.

But that little inquiry showed that there were 131 convicted felons on the list, of whom ninety-six had failed to respond to the police invitation to call at the Police Department for their badges. Serious offenses were found on the suspended list, and they nearly all have their badges.

The suspended list we found the cases of 131 convictions for felonies, of which sixty were for grand larceny more than once and one of the men had served four separate sentences, besides having served a sentence for theft; five of them had been convicted of burglary.

"How do such men get their licenses?" Senator Bernard Downing, Democrat, asked.

"That is what I would like to know," Mr. Wallstein said. The Senator said he had been interested in trying to get a license for a boy and was not successful.

"I am convinced that many things have been going on in the License Department of which the present Commissioner and his predecessor knew nothing," Mr. Wallstein said.

Continuing the reading of the statistics compiled by the Commissioner, Mr. Wallstein said the records showed that one man who has a license was convicted of manslaughter and three of abduction. Of some of the minor offenses, he said, the "suspended list" the report stated: "Of those twenty-seven convictions for petty larceny the records of twelve were so shown by the finger print reports, and the books of all thirteen are still outstanding. Of five convicted of assault in the third degree, one of whom was convicted also of selling drugs, the finger print records of two were so shown, and the books and badges of all five are outstanding."

"Of thirteen convicted of disorderly conduct, one of whom was convicted of selling drugs, the finger print records of two were so shown, and the books and badges of all thirteen are still outstanding."

"Of thirteen miscellaneous crimes, including indecent exposure, speeding, juvenile delinquency, the facts were disclosed by the finger print records in four of those cases, and the books and badges of all thirteen are still outstanding."

Raising Albany Slush Fund.

Benjamin G. Singer, head of a corporation that owns sightseeing cars, was questioned about a meeting of an association whose members are in that line at the Hotel Astor last April. The questions related to the purchase of tickets in a raffle for an automobile. The record of testimony taken before a subcommittee quoted the witness as saying that representatives of the Department of Licenses called at that meeting and requested the sale of the tickets, the proceeds to go to the fund to fight the bill in Albany providing for transfer of the license bureau. Singer said he had testified as he had been told to do by Isaac Perlman, a committee investigator. He corrected and repudiated the early testimony. The witness said he had been in error and had been misled.

"Do you mean to say this transcript of what you said is false?" Mr. Wallstein asked.

"It is false," the witness said.

"What part of it is false?"

"About the representatives at Albany; I never knew that until I had been interviewed by others."

"Now, Mr. Chairman, on the statement of this witness to the effect that the testimony he gave before the subcommittee was false, I move that his testimony here to-day, together with the testimony he gave before a subcommittee, be referred to the District Attorney."

Senator Downing asked for what reason.

"A clear case of perjury," Mr. Brown said. "I have records right here. A deliberate perjury."

"The testimony of the entire record will be sent to the District Attorney," Senator Meyer said.

Emmanuel Eckstein, testifying as to how he got his taxicab passed, said he had been told by George Stahlman, another chauffeur, just what to expect when he went to the Fifty-seventh street station of the License Department to get his cab passed. Wallstein said the committee had been unable to find Stahlman, who had testified before a subcommittee. Eckstein said he was advised as follows:

"I could not get my car passed unless I paid a dollar to Walsh and a dollar to Gallagher. Gallagher comes out first and he is the man who tests the car, and if you do not give him the dollar he does not pass the O. K. to Walsh, and if Walsh does not get the O. K. he says something in the matter with the car. They will find fault if you don't give them a dollar, or whatever you want to pay them, as they work with an O. K. on a slip of paper."

"I went in there and had my car passed, and after I had it passed I gave the gentlemen a dollar apiece; but I got my car passed first. They told me to take them like I would a tip, but I was not asked for it."

Police and license officials described in detail the system of regulating and issuing licenses.

Maurice Connolly, Borough President of Queens, was on the witness stand a short time. He continued his explanation of what appears on the records as the high cost of joint pipe in Queens as compared with other cities. Mr. Brown said the statements were irrelevant.

The committee then went back to City Hall for the hearing to-day.

SHIPLACOFF OPERATED UPON.

An operation was performed yesterday upon Abraham I. Shiplacoff, Socialist Alderman, at Mount Sinai Hospital for the removal of stones from the kidneys. The operation was successful, and Mr. Shiplacoff was resting comfortably, it was said at the hospital last night.

Put your picture before your message to her.

Photographer of Men.

114 AVENUE C, COR. 47TH ST.

OPEN SCHOOL WEEK IS CURRAN'S THEME

Republican Candidate for Mayor Tells of Hylan's Failure to Keep Pledge.

URGES PARENTS TO ACT

Tells Them to Inspect Class Rooms and Observe the Crowding.

Henry H. Curran, Republican coalition candidate for Mayor, dealt with the school situation in speeches delivered last night before the Kings County Republican Committee in the Masonic Temple in Brooklyn and before an audience in the Kings Highway Congregational Church at Avenue P and East Eighteenth street, Brooklyn. Senator Charles C. Lockwood, Republican coalition candidate for Comptroller, also dealt with the schools in a speech before the county committee, exposing the deception perpetrated by the Women's Civic Committee, in cooperation with the headquarters of Comptroller Charles L. Craig, in sending out pamphlets telling about Mayor Hylan's veto of the Mullin teachers' salary bill.

Mr. Curran declared that no matter what Mayor Hylan does or how often he induces the parents of school children to visit selected schools and shows them spick and span classrooms he cannot dodge the fact that he has not played fair with the school children of New York. The Mayor may think he is fooling the children, Mr. Curran declared, but he is not fooling the parents of the children or the teachers.

"Open school week began yesterday," said Mr. Curran. "The parents of school children of New York are asked to come in and look over the schools. I hope that no citizen will neglect this opportunity to get first hand information of just what our school children have been up against during the administration of Mayor Hylan."

"I hope that those who visit each classroom will notice the number of children in the class and also how many different classes occupy the same classroom during the day. I hope that a careful inspection is made of the sanitary facilities and of the general upkeep."

"It will be observed that no matter how much work, painting and scrubbing, has been done in the last few weeks a very strict enforcement of government to make the schools spick and span for this visit. The whole lot of things which our school children need and which they are entitled to but which they have not got. And it is a fact from which Mayor Hylan cannot escape that they would have had most if not all of these necessities had the Mayor given even ordinary heed to his plain duty in regard to the schools."

"In some locations the parents will find good school buildings, and this is sure to evoke the wonder that all the schools are not like them. But, one swallow does not make a summer. The fine equipment in a few splendid schools cannot camouflage conditions in the city's total of 685 school buildings. The Mayor must accept responsibility for all of them."

"I understand that somebody has been inquiring very carefully if all of the teachers are working hard to shoo the parents the best points about the schools, and I am told that there has even been a rivalry started to see who can induce the most parents to come directly to the class room. I am glad to hear of this because while Mayor Hylan may try to fool the children, in fact, may think he is fooling the children, he is not fooling the teachers nor the parents of those children."

Prof. Joseph W. Roe of the department of industrial engineering of New York University, has been elected president of the Society of Industrial Engineers. Prof. Roe will represent the society in the American Engineering Council of the Federated American Engineering Societies in Washington.

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Posters Record Hylan's 'First Broken Promise'

THE first of a series of posters entitled "Broken Promises," put out by the Republican coalition committee, appeared on subway and elevated stations and other public places yesterday. There are to be fifteen in the series. The first reads:

BROKEN PROMISES. THE SCHOOLS.

In 1917 Mayor Hylan said: "A seat for every pupil is what we guarantee."

HIS RECORD.

1918—children on part time, 39,248.

1919—children on part time, 52,002.

1920—children on part time, 82,611.

1921—children on part time, 128,105.

HE HAS KEPT THEM OUT OF SCHOOL. THE REMEDY.

Vote for CURRAN for Mayor. LOCKWOOD for Comptroller. GILROY for President of the Board of Aldermen.

Children, he is not fooling the teachers nor the parents of those children.

"He cannot dodge and he cannot deny the fact that there are more than 125,000 school children on part time; 98,000 more than four years ago."

"He cannot dodge nor deny the fact that there are 170,000 school children on a makeshift, double session program, which is nothing more nor less than the old Garfield double session plan, denounced so loudly by the Mayor himself four years ago."

"He cannot dodge nor deny the fact that as many as 600,000 children are in crowded rooms which prevent the teacher from giving the individual child all the attention it should receive."

"He cannot dodge nor deny the fact that his own School Board's progress statistics, which are just published, show that more than 400,000 New York school children are not making progress for their ages which they should make."

"He cannot dodge nor deny the fact that there are 198,757 school children crowded into seats beyond the legal limits of the sittings of the schools. He cannot dodge nor deny the fact that his own departments helped to place violations on 456 of the city's 685 school buildings, and that among the violations, which are just published, are such violations as fire traps, filthy old toilets, broken windows, dark classrooms, rickety and dangerous staircases, dilapidated buildings, and so on."

"If anybody is sending the children of New York to the mills and factories it is Mayor Hylan, because he has not given the children the ordinary education that they have a right to expect."

Mr. Lockwood, in his speech before the committee, declared that the yarn which tells of the Mayor vetoing the Mullin bill is wholly manufactured because the Mullin bill was not a city bill, and never passed the Legislature, so that it could not have come before the Mayor for consideration. All of the teachers' salary bills, Mr. Lockwood said, were non-partisan in the Legislature, the most of the important ones were opposed by the Mayor, although they were signed by Gov. Smith.

Besides Mr. Curran and Mr. Lockwood speeches were made before the committee by several local candidates, including George W. Baker, for Borough President; Peter Seery, for Sheriff; Edw. H. Maddox, for Registrar; and William R. Bayes, Altmuth F. Hoff and John R. Farrar, for County Judges.

PROF. ROE HEADS ENGINEERS.

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HYLAN SAYS CURRAN WOULD WAVER ON TRANSIT

Mayor Avers Rival's Position on Five Cent Fare Issue Is Subject to Reversal.

Mayor Hylan is unwilling to accept the statement of Henry H. Curran, Republican-Coalition candidate for Mayor, that he does not favor the readjustment plan of the Transit Commission as it now stands, but will ask the Legislature to amend it, insuring a five cent fare and home rule. The Mayor issued a statement yesterday in which he said:

"Curran's lip service opposition to the vital aspects of the plan does not obscure the fact that he is for the plan and is ready and willing to yield and withdraw his mild objections to details if the people afford him an opportunity to do so."

The Mayor offered no explanation of this challenge of his opponent's veracity, and Republican political leaders were frankly of the opinion that the Mayor's only reason was that he knew that if he showed sportsmanship enough to accept Mr. Curran as a man of his word he could no longer pretend that Mr. Curran is opposing a five cent fare and home rule, the main battery of the Hylan campaign artillery.

The Mayor also quoted George McAneny, chairman of the Transit Commission, as follows:

"Any plan is ridiculous, with the present unsettled and uncertain transit situation, which seeks to guarantee a permanent five cent fare."

Mr. McAneny, who had been quoted to the same effect by the Hearst newspapers, denied he ever had made that or any other statement regarding a five cent fare, further than the discussion in the commission's recent report.

"Curran," said the Mayor, "has at last broken his silence on the Transit Commission's plan. Before doing so he opined that while reading the report he fell asleep and awoke refreshed. His comment on the plan is a refreshing piece of inconsequence and disdainful disregard of the intelligence of the public."

"Candidate Curran indorses the Transit Commission's plan. Yet the plan and the law under which it is issued prevent the city from having a binding or final voice in New York city's traction matters."

"It is issued prevent the city having an effective voice in regard to 'consolidation' of lines and of financial terms by which this 'consolidation' is effected and of the 'valuations' to be imposed by the plan. Candidate Curran favors the city having such a final voice, and approved the plan that prevents it having such a final voice, the only right of veto in such matters being vested in the traction companies."

"Candidate Curran declares himself in favor of a five cent fare. The Transit Commission plan does not provide for a five cent fare, but on the contrary rigs up a barometer fund scheme with the elements stacked against the public so that prevents a permanent five cent fare, evading from its operation."

"Candidate Curran says the Millerized transit commission plan 'is the first practical attempt that has yet been made.' In this Mr. Curran is mistaken. The traction companies have for several years been making 'practical' attempts to solve the 'transit situation'; so have Travis H. Whitney, adviser to the commission, and Mr. Harkness, on the commission. The traction companies' attempts, however, though 'practical,' did not meet with the approval of the public or of the Board of Estimate, of which I am chairman."

"It is an adroitly veiled higher fare scheme. It is modelled upon the plan that has resulted in 8 and 10 cent fares in every city in the country where it has been put into effect."

"Candidate Curran's grotesque position on this Miller Transit plan is easily understood. Immediately after it was announced John J. Lyons, who has opposed the Miller position on transit in New York city matters, was displaced as the real controlling head of the New York city Curran campaign. He is supplanted by Henry W. Taft, Ogden L. Mills and Charles D. Hilles, the traction trust."

Lyons' opposed approval of the Transit Commission plan, no doubt, but he was vetoed by Taft, Mills and Hilles, higher in the Republican traction controlled councils."

The Mayor ends with a reiteration of his stand for a 5 cent fare and home rule and the charge that the transit plan is a "gold brick."

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